

REPORT OF SURVEY FOR REPAIRS, &c.

Date of writing Report 11th April 1950 When handed in at Local Office 1950 Port of GDYNIA 463
 No. in Reg. Book 20045 Survey held at GDYNIA Date, First Survey 28.2. Last Survey 2.3. 1950
 on the Wood, Iron or Steel M.V. "OKSYWIE" (No. of Visits 2)

TONNAGE: Built at Abo By whom Crichton Vulcan A/B When 1938 - 3
 GROSS 768 Owners Zegluga Polska Owners' Address -
 UNDER DEK. Managers Gdynia-America Shipping Lines Ltd. (If not already recorded in Appendix to Register Book).
 NET 342 Port belonging to Szczecin

Surveyed Afloat or in Dry Dock? Afloat Name of Dock POLISH QUAY. Destined Voyage -
 All Deck Capacity... tons. FPT... tons; APT... tons; MT... tons. feet... feet }
 Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER.	Machinery and Boiler Surveys (Including date of N.B., if any).
+100 A1	+LMC CS 6.45
with freeboard	6.44
4.49	DBS 4.49
	TS (CL) 2.47
Examined 5.47	

N.B.—All alterations in the existing records should be underlined.
 Last Report, No. 6490. Port Osl.

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules and items remaining to complete surveys should be summarised. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the movement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. Also the dates and initials of any letters respecting this case.

Age cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined -
 Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? if so, by whom? No

REPAIRS, OR EXAMINATION AS PER RULE, FOR DAMAGE stated to have been sustained on the 17th February 1950, due to ding, by the Berder Light at the entrance to Oslo Fiord, prior to picking up pilot. Vessel in part loaded condition. Please see Oslo Certificate dated 20th. February 1950.

Cert. B issued, copy attached.

Upon examination the following damage was found :-
 No. 5 DB. tank (common):- Port side: bottom plating set up, and the 3rd., 4th, and 5th. floors from the aft. Bulkhead buckled and distorted together with their connections. Starbd. side: aft. bulkhead, and the 1st., 2nd, 3rd., 4th., and 5th. floors, from aft. together with their connections buckled and distorted, centre keelson distorted.

NOW DONE :-
 DAMAGE REPAIRS (TEMPORARY): All loose cement removed in way of damage and the aft. 5 bays, in No. 5 DB. tank.

CHARACTER OF DAMAGE REPAIRS :-	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items :-
Renewed ...								
Removed and Fair'd or Repaired								
Fair'd or Repaired in place ...								

INTERNAL CONDITION OF THE	Bulkheads	Engine Room Skylights	Copper, or Y.M. (State if on Felt.)
Decking	Ceiling	Coal Bunkers, Openings, Covers, &c.	When fitted, Month Year
Platings	Cement or Asphalt	Oil Bunkers	Boats
Fastenings	Rudder	Scuppers	Masts, Yards, &c.
Plating in way of sidelights	Steering gear and its connections	Cargo Hatchways	Condition, how ascertained (State if wedges removed.)
	Widglass	Hatches	Equipment letter
	Have pumps been examined and found efficient?	Planking	Anchors, No. of
	Have Sluice Valves been examined and found efficient?	Caulking	Cables (State if now ranged)
	Have Watertight Doors been examined and found efficient?	Treenails	length mean diamr. (on board.)
	Have Ventilators and their Coamings been examined and found efficient?	Breasthooks & Stimson	Rule length size
	Air and Sounding Pipes	Transoms, Pointers & Crutches	Chain Locker
	Doubling Plates under Sounding Pipes	Timbers of Frame at openings	Hawsers & Warps
		" at other places	Standing and Running Rigging
		Stringers, Clamps & Shelves	Sails
		Salting	
		State if examined.	

General Observations, Opinion as to Class, Recommendation, &c. :-
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.38," or "to remain as classed and to have record of survey, 1.38, and the notations of ss No. 1.38."
 This vessel, so far as now seen, is eligible in my opinion to remain as Classed, without fresh Record of Survey, subject to the temporary repairs to the aft. end of No. 5 D.B. tank being specially examined and dealt with as necessary at the next dry-docking, and to 15 fms. of chain cable being supplied.

Survey Fee (per Section 29)	Fees applied for,
£ 24,180	19
£ 450	Received by me,
Second Surveyor's Fee (if any)	

Committee's Minute
 Character Assigned
 J.A. Botes Surveyor to Lloyd's Register of Shipping.
 FEB. 26 MAY 1950
 Deferred for comp 85 (repairs) & dry docking
 FEB. 28 JUL 1950
 2020
 Lloyd's Register of Shipping

OIL ENGINES
 PERIODICAL SURVEY

7200-470700 270200

Is certificate required? If so, to be sent to

port and starbd. cemented up to the bottom edges of the floor lightening holes.



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Foundation